the sides of a square, and so headed toward each her that if one or the other were not sufficient the lead to avoid it there would be a collision

AN EXCITING MOMENT.

The Valkyrie had made a mistake in trying to cross the Defender's bows. Would the Defender repeat the blunder? If there were excitement and anxiety when the Valkyrie bore down on the Defender, there were the same emotions, only reubled, now that the Defender was, as it was be-

foubled, now-that the Defender was, as it was believed, bearing down on the Englishman to try
the same game. The interest was deeper. It was
like watching what are called "heart disease finishes" on the running turf.

On came the two yachts—the prides of England and of America. They looked as they bore
down on each other ten times as likely to come
into collision as they had when the Valkyrie
had attempted to cut across the Defender's bows.
Then another mighty cheer, and a louder, went
up as the American cup defender shot across
the bows of the Valkyrie. The Defender was
quickly about at 2 o'clock. The Valkyrie came
about, too. Then the two boats headed for the
turning buoy on the starboard tack, and the
race in reality was over.

PREPARING FOR THE BATTLE.

PREPARING FOR THE BATTLE.

There was a slight northeast breeze blowing down the Bay yesterday morning as the fleet of excursion steamers and pleasure boats went cown to Sandy Hook. There it was hazy and there was so little wind that the start had to be set further out. The yachts could not start promptly on time, as the committee was evidently in some doubt as to what to do in the matter. Finally the signals were set to go further out to the west and south of the Hook lightship, so as to get a clear course to windward. The course finally decided on was from a point off Seabright, east by south.

They were queer looking boats-the two yachts -when first seen. It was difficult at the time to tell them apart. The Defender was apparently standing out to sea and the Valkyrie was making in toward the New-Jersey shore. Then ti was seen that that rakish looking clubtopsail was not on the Defender, and that the larger looking mainsail was on the yacht with a pale blue body, and it was the Defender that was standing in toward the Jersey coast, a fact that saved her a long tow, for the committee became impatient and ordered both boats to throw a line. The Defender was towed away in the lead toward Seabright, the Valkyrie following with her tug, the City of Bridgeport. The Valkyrie had up her ramie cloth mainsail, with not so darkly colored a clubtopsail and a small jib of the purest white. The Defender's Boston mainsail shone dark and clear. It was plain enough, and was made of the much-talked of ramie cloth.

On the way down, as soon as she had cast off her tug and begun her warming-up cruises, the Defender put up her staysail. Close up the biggest difference that could be seen between the two vachts, outside of their color, was in beam and the fact that the Defender's mainsail has the cloths running from luff to leech instead of from boom to gaff. The Valkyrle did not cast off her tow as quickly as did the Defender, and when she did she only ran up her staysail in What was thought to be the first or the preparatory gup rung out at 11:55, as the two yachts were going over the line to the eastward. It was a signal gun fired fifteen minutes before the preparatory. The Defender was adher usual quickness in stays, as ne went about and stood back over the line as

if to get ready for the start, When the Valkyrle came about she was seen to be a quick boat in stays, and both boats stood back over the line just as if they were really figuring for the start, instead of only taking a few wing-stretchers. It looked as if the foreigner was trying to feel the Defender's steersman, and what chance he would have in a real start of blanketing him or of getting off well in the lead. The boats came by the flagship twice, and once, in getting across the line in the direction the race was to be, just as a gun went off, the Valkyrie went outside, which made the spectators hink that she was to be called back.

OVER THE STARTING LINE.

last came the real preparatory starting gun, and the two yachts came over to get ready to start. It was a desperate undertaking to beat into and through that fleet of boats clustered just here they had no business to be, but in a moment things straightened themselves out and the racers had a much better chance than it had seemed possible they could expect a moment before. The Defender was first to come about and make for the line after the starting gun. The Valkyrie shook out her baby jib-topsail now and swung about the committee boat in earnest fashion. The about the committee boat in earnest fashion. The Defender put out her jib-topsall as she came round a moment after. Then the Valkyrie faced up for the gun. It was a little early, but the Defender kept with her. The Valkyrie got well in front to come over, and it looked as if she would beat the gun. She was to the leeward of her opponent. It could be seen that the Valkyrie was prepared to creep along the line to the northward if she was too soon for the gun. She kept off a few points, but so well had her calculations been made that she was over a few seconds after the few points, but so well had her calculations been made that she was over a few seconds after the signal and well in advance of the Defender. The difference in the starts of the two yachts, however, was only a question of seconds. The time of the Valkyrie's start (official) was 12:20:45; of the Defender's 12:20:50. The racing yachts were well on their way when the handicap gun was fired. The Valkyrie, closely followed by the Defender, headed into a maze of boats of all kinds, and it is wonderful that there was no accident or interference. There were cries of indignation from many of the steamers, as it was feared that the English yacht might not get a fair chance to do her best. Then there was astonishment expressed on every side, for the Valkyrie appeared to be walking right away from the American boat. The walking right away from the American boat. The Defender appeared to be a little the stiffer, however, and she was certainly pointing up well. Then the betting began to go over to the Englishman. In a few manner.

anen, in a few moments some hundreds of dol-lars were placed at evens on the Valkyrie.

The wind seemed to be freshening a little, and the hopes of the Defender people rose. Fifteen minutes after the start the Valkyrie was to leeminutes after the start the Valkyrie was to lee-ward, and reaching out more, instead of being held so closely to the wind as was the Defender. This gave her more and more the appearance of walking away from the aluminum yacht. At 12:40 both came about, and the superior work on board the Defender was shown. As the two went away on the port tack it was noticed that the Defender was plunging a little and that the Val-kyrie was not leaving that wake in the sea of which there has been so much-talk. Still the which there has been so much talk. Still the Valkyrie "spatted" down on the water in a way that made her progress astonishing. The water had roughened at 12:55, and the Valkyrie kept on pitching, but still seemed to be outfooting the

Defender.

Then the Valkyrle began to stand up to the work a little straighter. Both came about almost at 1:13:39, on the starboard tack. Here the Valkyrie seemed to be a good half-mile in the lead. The Valkyrie came about and went on the port tack at 1:4% The Defender was then point-ing up closer than her opponent, and remained on the starboard tack. The Valkyrie tried to cross the Defender's bows, but failed, and had to fibe. The Defender came about at 1:50.

SPLITTING TACKS.

It was at 1:54 that the Valkyrle went on one tack and the Defender on the other. They split tacks several times, and then reached for the turn on the port tack. It was on this tack that the Defender began to crawl up on her opponent. The Defender went on the starboard tack again at one minute after 2 o'clock, the Valkyrie having tacked a few minutes before. At 2:30 o'clock the stake buoy was in sight, and at 2:45 the Defender

was passing the Valkyrie.

The Defender was greeted with salutes as she got past the Valkyrie at 3:05. The American yacht at once set to work to open up a gap. The Defender took off her baby topsail at 3:26, and

Peculiar

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the public eye to-day. \$1; six for \$5.

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both boats came about on the port tack. The red fing of the outer mark was now only a short mile away. Nearing the mark the Defender got up her balloon jib in stops ready to break out as soon as she should have turned.

WHITE WINGS HOMEWARD BOUND. The Defender rounded at 3:36:29, set her balloon fib, and was well on her way for the finish-line before the Valkyrie came up. It was 3:39:52 when the Valkyrie rounded the turn. The Engwhen the Valkyrie rounded the turn. The Englishman took ir his baby jibtopsail and got his balloon jib up in stops, the same as the Defender had done coming to the mark. The Defender took in her staysail and jib as soon as she was started on the way home; in this she was initated by the Valkyrie as soon as she reached the turn.

It was straight sailing on the run home. The Defender, after a little time, got up her staysail, as she found it would help. Then she seemed to fly before the wind. Her balloon jib looked far larger than the Valkyrie's.

fly before the wind. Her balloon lib looked far larger than the Valkyrie's.

There seemed to be twice as many boats to welcome the Defender at the finish as there had been to see her start out. The aluminum boat came on grandly, and the Valkyrie seemed almost lost in the fog. which, with a few drops of rain, was setting in behind the oncoming boats.

The Defender finished amid such a roar of applause and din of cannon and whistles as never before welcomed the arrival of a cup defender at 5:21:14, the Valkyrie crossing the line at 5:23:30. This gave the race to the Defender on elapsed time, with the 29 seconds time allowance, by 8 minutes 49 seconds.

minutes 49 seconds.

After the race the Defender and Valkyrie went their anchorages in the Horseshoe. NO SERIOUS ACCIDENT OCCURRED.

Notwithstanding the great throng of water craft on the ocean course, the day passed without any serious accident, which fact was credited by some to the precautionary measures which were adopted by the Regatta Committee, and by others to the calm weather. It was contended by some that if the day had been rough and the great ex-cursion steamers had run as near to one another as they did yesterday accidents could not have

SAILING OF THE YACHTS.

MANAGEMENT OF THE COMPETITORS DUR-

ING THE RACE.

AN ESTIMATE BY AN EXPERT-THE CONTEST VIEWED FROM THE WHEELHOUSE

By the courtesy of Captain Charles Foster, o the iron steamer Cygnus, one of The Tribune's representatives was allowed to occupy a place in the wheelhouse during the day. point of vantage a most excellent view of the race was obtained. As the vast collection of all sorts of craft gathered near the lightship, the two competitors could be seen at a considerable distance from the starting point. Even though many miles intervened, the two boats could be



WHY, DEFENDER, OF COURSE

distinguished from each other, the great reach of the Defender's white topsail acting like a preconcerted signal to inform all the waiting thousands as to her identity.

The Valkyrie was standing over fully five suggested that a delay had been ordered by the Regatta Committee in order that the breeze might more definitely make up its mind as to what it intended to do. The Defender at first remained in among the admiring steamers, and afterward drifted over toward the Jersey coast. At 11:15 it seemed that the Valkyrie had taken in her topsail, to change it, as people thought. But the distance was great, and it may have been an optical delusion.

After both boats had proceeded for a long way it became the prevalent impression throughout the fleet that they had been started. Afterward it was found that the start would be made over near the land. A good deal of manoeuvring took place, and then at last the gun was fired and both slowly drifted across the line. Each boat carried small jibtopsails and the biggest gaff topsails. The Valkyrie crossed just on gun fire, and the Defender right afterward. The Defender luffed sharper at the committee boat



WHEN THE DEFENDER TURNED THE STAKE. and at first pointed higher than the Valkyrie. But this endeavor proved to be unprofitable. The Cygnus was at this time directly in front of both yachts (no steamer being able to tell it was possible to see exactly the course of the boats.

THE VALKYRIE'S SAILS FILLED.

The Defender endeavored to pinch to windward, but lost time in doing so. Many thought the Valkyrie was not pointing well, but the fact was that she was pointing as high as either of them could rightly sail. The Valkyrie began to open a considerable gap, pushing through the water faster and all her sails filled. On the contrary, the Defender was starved, and in the very light breeze and trying seaway her sails were not kept sufficiently full to give her as good headway as was possible. Presently the Defender found she had to pay off more, and she then followed in the wake of Valkyrie and did better than at her start. But the English challenger was clearly out

footing her. About ten or twelve minutes after the start the Valkyrie swung in stays. Immediately the Defender did the same, and perhaps accomplished the quickest turn on record for a

Exension rates to Louisville, Ky.-On acc of the G. A. R. Annual Convention, the B. & O. R. R. will sell excursion tickets to Louisville, Ky, and return for all trains September 7 to 10, inclusive, good returning until Octobe: 6. The rate from New-York will be \$17.84, and correspondingly low from other stations.

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yacht of that size. It was her duty to get away from under the Valkyrie's lee, because there were good recollections of Captain Cranfield's performance in nailing the Vigilant. The Valkyrie's "staying" was much slower than the Defender's, and it is doubtful if she succeeded in splitting the Defender's wind. On the contrary, the Defender got an extra little draught and pulled out from to leeward in good style, reciving the enthusiastic cheers from a hundred steamers which, owing to the unexpected way of starting the com petitors, were all caught in a cluster. In fact, the first tack of the course lay through all the different crafts, which opened a passage for them as

After the first staying the Valkyrie continued to hold her windward berth, as both yachts held along for over half an hour on the port tack. During this passage the Defender drew out ahead and to leeward, the Valkyrie going slower, but to windward. As soon as the Valkyrie made the first move to come about the Defender followed

In the sailing which now followed both boats were affected by slightly varying slants of wind. In these the Defender picked up. When the Valkyrie next tried to go over into the port tack the Defender was found to be approaching too close, and the Valkyrie, not having the right of way, turned back into the starboard tack. A great turned back into the starboard tack. A great tooting of whistles greeted this showing, and the Defender went about and split tacks, the Valkyrle continuing on the starboard for a few minutes. Then she tried the port tack again and the Defender met her on the starboard tack. All the multitude waited breathlessly to find which boat was ahead. Once again the Valkyrle, being on the port tack, found that she could not safely try to pass ahead, not having the right of way. She stayed at once into the starboard tack and the Defender came about also, and once more they split tacks until the Defender went about into the same tack as the Valkyrle and followed to windward and behind. to windward and behind.

A LONG TACK.

This proved to be a long tack. The breeze freshened slightly, and the Defender improved with it. Occasionally the Valkyrie seemed to be eating her way up into the more windward course of the home boat that was following behind. The Defender was doing marvellous sailing, now that the lumpiness of the sea had somewhat subsided As the light breeze became more distinct, moving

As the light breeze became more distinct, moving now at perhaps five miles an hour, the Defender seemed to be drawing both to windward and ahead. She presented a most beautiful appearance and seemed to move with more life and buoyancy than the English boat. Everything about the Valkyrie seemed much quieter both as to sails and movement of hull. This stability on the part of the Valkyrie seemed to want more wind in order to bring out the boat's power.

Before 2:30 o'clock the windward buoy could be seen from the wheelhouse of the Cygnus. Its position when it was first picked up showed that it was not dead to windward, from the start the yachts on this long starboard tack evidently being able to lie nearer the direct course (as the crow files) than on the port tack. The windward work was what is called a long and short legithere being so far little sailing on the port tack. After a while the buoy stood dead to windward of them, and it was still impossible to tell which hoat was ahead. They were apparently exactly even. The Defender looked just like Valkyrie II in the way she plunged Not having the same broad bows to support her, she sank forward to a greater extent than the Valkyrie, which in the seaway had a motion vey like that of the Vigilant. Indeed, all this part of the race was like a repetition of the Vigilant-Valkyrie II contests of 1893, with this difference, that now the broad Vigilant. Indeed, all this part of the race was like a repetition of the Vigilant-Valkyrie II contests of 1893, with this difference, that now the broad Vigilant was the English boat and the seeming Valkyrie II was the American representative.

At 3:20 (unofficial) the wind suddenly shifted about two points. This at once put the Defender almost dead to windward the whole distance which existed between the boats. It was a fluke that was only apparent to yachtsmen, and it was difficult to explain to other spectators how it hap-

difficult to explain to other spectators how it hap-pened that the Defender suddenly became so much ahead.

Ten minutes afterward, at 3:30, the Defender

swung around for the buoy. The Valkyrie tacked at the same moment and made the turn in stays in better time than the Defender. The shift of wind put the Defender ahead nearly three min-utes, as shown at the buoy. Five minutes afterward the Defender dropped

her jib-topsall as she came to the mark, but be-fore the last turn in stays the Defender had over-

fore the last turn in stays the Defender had overstood the proper turning point. This became apparent as she rushed along for the buoy not quite
close hauled. The overstanding allowed the Valkyrie to come from a position nearly half a mile
to leeward and make the buoy on a close jam.

At 3.39 the Defender rounded amid great applause. Three minutes and twenty-three seconds
later the Valkyrie turned and broke out her balloon jib on the turn. Here she was blanketted by
steamers placed sideways in line. Her headsall
dropped in when thus winded.

The Valkyrie did not make the best of the running toward the home buoy, even when she got

ning toward the home buoy, even when she got quite clear of the steamers. The Defender's fore-sail, or, as it is called in America, her staysail, did first-class work during the whole run, and was of much assistance. The Tribune has many was of much assistance. The Tribuna has many times hinted that Captain Cranfield, as judged by previous experiences, did not know what headsails to carry on some of his courses to leeward. Yesterday it took him just one hour, less five minutes, to discover that he wanted his balloon-foresail also set.

balloon-foresail also set.

This, when hoisted, caught the wind that was until now escaping under the lift of his balloon-jib. This did good work, and it could not be perceived that she lost anything after it was set. Of the seven minutes difference at the finish, about three minutes was lost during the first hour when she was not carrying her balloon foresail and when winded by steamers. Something was also lost by the failing of the wind at the finish.

The yellow dog did great work. There

wind at the finish.

The yellow dog did great work. There was no hoodoo on the Defender.

THE ACCOMPANYING FLEET.

A BIG SWARM OF STEAMERS AND YACHTS

THOUSANDS OF SPECTATORS CROWD EVERY

AVAILABLE POINT OF VANTAGE ON THE BOATS-INCIDENTS ON THE

The moral of yesterday's race story for the general public was: Go down to the sea in a slow boat. Not that the slow boats present better opportunities for seeing the yachts, but because they do offer greater advantages on the score of com-fort. Any boat that was capable of steaming ten knots an hour was fast enough to keep up with and ahead of the racers yesterday, and the flyers which had ten knots or more to spare were s overcrowded that life upon them was a misery The people who paid \$1 50 or \$2 for the privilege o roaming over the half empty decks of some ancient sidewheeler got more solid satisfaction out of it than those who paid \$3 and had to elbow their way to points of vantage on one of the modern, twin-screw, triple-expansion boats of greater fame and

one case it was a question of lounging at ease in an arm chair, with one's wraps in a second chair and one's feet in a third. In the other case it was a question of standing

up, or fighting for a campstool, with the possible second alternative of paying a rapacious and impudent stewardess for the use of one of the stools which she had hidden away for just such an occasion.

CROWDS ON ALL THE BOATS.

The pleasing fiction of limiting the number of to a third or less of their capacity, put forth by the agents of the larger excursion boats, was more honored in the breach than in the observance yesterday. All the large boats were crowded. The big twin-screw flye, of the New-Haven Line, the Richard Peck, was loaded. Her management stopped the sale of New-York tickets days before the race, and every one of the ticket-holders was on deck before the starting about an hour in advance with the idea of getting choice positions from which to view the day's pro-ceedings. But they found the steamer already in the possession of a crowd of yachting enthusiasts from New-Haven, Hartford, Springfield and other points in New-England, who had come down on

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WATCHING FOR THE FIRST SIGHT OF THE YACHTS.

It was the largest fleet that ever gathered to escort two international yachting champions. And, when all is considered, it was a well-behaved Some members of it did interfere with the yachts somewhat at the start, at the turning mark But they worried the American champion quite as much as they did the British challenger, and whatever slight retarding effect their "wash" and their 'blanketing" might have had, it could not have changed the result. The ever-increasing lead of the Defender on the homestretch, and her many min utes of advantage in crossing the finish line, wiped out any slight handicap of such nature.

The navies of commerce and of luxury that gath ered around the competing sloops included every style and size of craft. debonair Monmouth, of the Sandy Hook Line; the big, hump-backed, hulking Sound steamers, City of Lowell and Richard Peck, each of which claims the proud position of being the fastest steamer goes through Hell Gate; the tall, three-decked excursion steamers, Grand Republic and General Slocum; puffy little tugs, snub-nosed lighters, whitesailed pleasure craft of every description, and genteel steam yachts without number.

From early norning they trooped down the Bay

and out through the several channels, over the Bar to the lightship. When the Richard Peck and a few other late starters, which relied on their great speed tion, a hundred and more steamers were drifting about waiting for the race to begin.

SOME BOATS IN THE FLEET.

There was the St. Johns, filled with members and friends of the New-York Yacht Club; the Mount Hope, of the Fall River Line, loaded until one paddle-wheel was lifted out of the water by the preponderance of voyagers who preferred the shady side; the big black hull of the iron-coated Hudson; the tapering spars and majestic bulk of the Yorktown, flagship of the Old Dominion Line; the white-hulled America, carrying the flug of the United States Slivester, of the Bay Ridge Ferry, and the heavily sparred steam yacht Vallant, with W. K. Vanderbilt's party on board. The white hull and yellow smokestack of the steam yacht Nourmahal moved

the bridge Other steam vachts were Lloyd Phoenix's Intrepid, Eugene Higgins's Sapphire, Ogden Goelet's White Ladye, Commodore George J. Gould's Atalanta, Robert Goelet's Hermione, John R. Drexel's Suitana, Perry Beimont's Satanelle, C. V. Harkness's Peerless, John B. Herreshoff's Eugenia, J. C. Hoagland's Stranger, Commodore M. Brown's Sylvia and ex-Commodore E. D. Mo

M. Brown's Sylvia and ex-commodore E. D. Morgan's Shearwater.

Among the tugs were the Robert H. Sayre, of the Lehigh Valley Railroad fleet, and the big iron seagoing tug Scranton. The side-wheelers City of Lawrence, of the Norwich Line, Frances, Pleasure Bay. Gay Head, Block Island, Montauk, Black Bird, Myndert Starin and J. S. Warden also had each their quota of yachting "sharps."

The big single-stickers were majestically pacing up and down the hazy coast of New-Jersey, waiting for the signal; the committee boat and the dozen or more yachts decorated with the blue patrol flag were passing about in the effort to straighten out

were passing about in the effort to straighten out things, and the vast excursion fiest was wandering to and fro as the skippers of the respective craft guessed one way or another about what was to be done.

OFF GOES THE WHOLE CROWD.

It was 12:20 p. m. by the watches on the Richard Peck when the first gun sounded. The steam yachts and the big excursion boats backed and wriggied about in the effort to clear the track, and then fell in behind. The handsome boat of the harbor police, the Patrol, did yeoman service. Captain Copeland was aboard with a number of police officials. The steam yachts which composed the volunteer patrol force, also did good service. They were: Unquowa, Captain John H. Hall; Alicia, Captain H. M. Flagler; Embia, Captain John C. Hanan; Katrina, Captain Henry F. Noyes; Spindrift, Captain E. H. Harriman; Marietta, Captain Harrison B. Moore; Washita, Captain John P. Duncan; Ava, Captain J. H. Gurlie; Reverie, Captain F. G. Bourne; Vision Captain F. H. Benedict; Zara, Captain F. G. Hauteville; Orienta, Captain E. R. Ladew; Ballymena, Captain John W. Brown. As the yachts tacked back and forth in working out from the starting line, the pursuing feet was somewhat scattered by the efforts of the various captains to keep their craft to the leeward and still force them up where a good view could be obfell in behind. The handsome boat of the harbor

In a State of Bankruptcy



—is the condition of our system if the liver becomes inactive so that the germs and poisons can accumulate within the body. Keep the liver and bowels ac tive and we're in a condition of healthy prosperity and have sufficiently well invested capi-

sufficiently well invested capital to draw upon in the hour of need. The liver filters out the poisonous germs which enter the system. Just so surely as the liver regulates the system, so do Dr. Pierce's Pleasant Pellets regulate the liver. Keep this in mind and you solve the problem of good health and good living. The "Pleasant Pellets "have a tonic, strengthening effect upon the lining membranes of the stomach and bowels, which effectually cures Biliousness, Sick Headache, Costiveness, or Constipation, Indigestion, Loss of Appetite, Bad Taste in Month, Sour Risings from Stomach, and will often cure Dyspepsia. The "Pellets" are tiny, because the vegetable extracts are refined and concentrated. Easy in action, no griping as with old fashioned pills:

As a "dinner pill," to promote digestion, take one each day after dinner. To relieve the distress arising from over-eating, nothing equals one of these little "Pellets."

Mrs. Mel.issa Atwater, of Steuben, Washington Co., Me., writes: "As regards the little 'Pellets,' I think I could not do without them. I do not like to be without them in the house. I have spoken very highly to friends and neighbors of them, and many are taking them and neighbors of them, and many are taking them through my advertising them. I will say they are the best pill I can take, especially for an after-dinner pill. I think they have no equal."

her from New-Maven. It was these excursionists who swamped the steamboat management and crowded her to a degree that was anything but limited. New-York ticket-holders who delayed or were delayed in their arrival until a quarter of an hour before the advertised time had the privilege of standing up or sitting in the cabin presented to them when they walked over the gangplank.

Then began the hunt for campstools. All in sight were occupied or were "reserved" by determined-looking people for real or ,fictitious "friends" who had just stepped below for a moment. Applications to the dusky minions of the steward, or to Her Majesty the stewardess, when backed by an offer Majesty the stewardess, when backed by an offer of the realm, usually resulted in the production of one or more campstools, but wee to the unfortunate who offered any moderate-sized tip for the favor.

"Tain cents for a chair!" said the dusky despot of the main cabin to a thoughtiess sightseer who had offered her a dime.

"Tain cents for a chair!" and I was reserving it for a lady!" The accent was on the "lady," as she scornfully rejected the proffered 10 cents.

THE LARGEST EVER ASSEMBLED.

But the big white steamer carried her enormous load safely through the day, as did the scores of other boats, large and small, that went down to the side whoseler. Frances deliberately paddled

side-wheeler Frances deliberately paddled The side-wheeler Frances dender her wash, across the course and gave the Defender her wash. Captain Haff hung his warning sign, "Keep off," over his weather bow, and afterward shifted it to the quarter. Those steamers which were to wind-

the quarter. Those steamers which were to wind-ward took heed and gave the sloops all the room necessary after that.

When the fleet started back, the immense extent of the concourse of steamers became apparent. It outranked anything seen two years ago, and the turnout then was a record-breaker. For two miles there was a solid wall of hulls with no clear water between. Hundreds of stacks beliched the gray smoke of anthracite or the black, billowy clouds of bituminous coal gases. It was a floating Pittsburg— a vision of power, but not of beauty. The element of grace was supplied by the dainty shapes of the racers, outlined against this murky, turbulent back-ground.

THE RUN HOME.

The run home was without excitement, and almost without incident. The Richard Peck nearly ran over the steam yacht Susquehanna, which suddenly came to a stop right under her bows for some unknown reason. As to the race, however,

it was a foregone conclusion. The freshest of landsmen could see that the American boat was gaining while running free, even more than she had while going close-hauled. People turned their attention to the lunch-counters and the dining halls—at least, those who had not paid tribute to Neptune did.

At the finish line the steamboats crowded close on each side and formed a lane, down which the blue hull of the Defender dioped along gracefully and deliberately to a glorious victory. The Valkyrie dragged along behind in the misty distance. Many steamers didn't wait to see her finish, but broke away in a grand rush for home as soon as their whistles stopped shricking and roaring their congratulations to the Defender, of blessed and prophetic name.

prophetic name.

The run back to the city in the mist and fog was a free-for-all race. The Richard Peck was the first of the fleet to reach her dock. She tied up at 7 o'clock.

Among the most enthusiastic Americans aboard her was Senator Joseph R. Hawley.

AS SEEN FROM THE YORKTOWN. THERE WAS NO OVERCROWDING AND THE DAY WAS HUGELY ENJOYED.

It was just five minutes after nine o'clock yesterday morning when the expansive coattails of Richard R. Windom's long frockcoat fluttered for an instant in the breeze created by himself as he hustled over the gangplank of the Old Dominion Line steamer Yorktown. She had been selected out of the numerous ships of the line to convey a select party bent on seeing a repetition of yachting victories. A number of excursion boats passed Pier No. 26, North River, before the Yorktown started out In behind her at the pier lay the Guyandotte, which had been chartered by the Sea-wanhaka Corinthian Yacht Club, and out in the stream was the Old Dominion, begging for landing room. The Yorktown was just comfortably filled, and it was apparent that no strenuous effort had been made to obtain a crowd. With rare exception the passengers were ardent upholders of the De-fender. The weather was almost misty. The Statue of Liberty loomed darkly through the half fog on the broad expanse of the Bay, and Staten Island was an indistinguishable mass under the sky line.

As the Yorktown pulled out down the Bay she passed an indiscriminate collection of craft. There was everything, from the style of the rugged and ragged Aeronaut to the graceful airiness of the City of Lowell and the Richard Peck, or the carrying effectiveness of the General Slocum and the Monmouth. This heterogeneous parade, which thickened as the starting point was approached, can be likened to nothing so much as an old-fashioned Lighthouse Board, the side-wheeler Havana, the county fair, where you come wheel to wheel with vehicles of all types from the "deacon's one shay" to the stunning four-in-hand, and from the family carryall and the springless wagon to the surrey and the carriage of the blue-blooded aristocrat. When the Yorktown paused, so to speak, for breath, at the ocean-washed edge of the Lower Bay. the Valkyrie, under jib and mainsail, was loafing about, feeling for the recalcitrant breeze, which was slow to come. The Defender was also feeling her way through the hopeless labyrinth of vessels. HOPING FOR A SPANKING BREEZE.

My, how the hopes of well-wishers for a good smashing race rose and fell. Supervising Engineer Sloat, of the Old Dominion Company, who is an old wind sharp; President Bourne, Mr. Row-land, a director, and Mr. Windom, travelling passenger agent of the line, gathered with The Tribune reporter on the promenade deck and speculated on the chances of a breeze where it would do the most good. The forward motion had ceased and as the ship rose and fell with the waves, and rolled to the wash of passing sidewheelers, a few persons felt a slight discomfort. Some of the women found the temporary companion stairs leading to the after promenade deck an uncertain passageway. "Ugh! I wish they would only quit throwing oil

around here," remarked a pretty young woman from her perch in the saloon cabin skylight. "It makes me feel unsettied." But she held to her place with womanly determination and saw the race The palatable luncheon set by the steward, Silveira, was before long attacked by the veterans When the Yorktown drew away toward the starting point, she ran into the midst of the bowing and rolling procession. There was a swarm of steamers. and of yachts there was a limitless variety visible to the eyes of the watchers on the Yorktown's lofty decks, and all were flying the colors of the New York Yacht Club, in addition to "Old Glory" and the Red Cross of St. George. However, decorations were not abundant, the thick air of the morning having interfered with desire for display in this particular direction

THE GOOD VIEW FROM THE YORKTOWN. But if the boats lacked in bunting they had plenty of surplus steam, which displayed itself at the second gun. The welcome was deafening, and it recked nothing that the Valkyrle was first over the line. Captain Dole displayed the wisdom of all commanders of big ships in keeping clear of the start, and he displayed more wisdom in reaching to meet the flyers when they braced up to the wind on the first tack. Both ran directly across the bow of the Yorktown, and the cheer that went up

bow of the Yorktown, and the cheer that went up as the American flyer was seen to draw ahead shook the ship from keel to truck.

Then again, when the Valkyrie met signal failure in her little jockey tack, there arose a yell that was enough to adjourn Parliament, or interrupt the Queen's Speech, and this was repeated again after the Defender had cleared the stakeboat and started on her procession leading the run home. The Yorktown held wide of the turn, and Captain Dole was universally commended by the passengers for his sportsmanilke loyalty to the true racing spirit of the occasion.

sportsmanlike loyalty to the true racing spirit of the occasion.

While the two yachts were racing away to the stakeboat, a black carrier pigeon hovered for a moment over the Yorktown and then circled away toward the city. Just as the Defender turned the stakeboat a whale spouted less than forty feet from the Yorktown's side and, with a long-drawn, breathful sigh, disappeared as if mourning the absolute frivoility of human kind.

On the upward trip Purser Lewelling was busily answering questions about Tuesday's race, and he solemnly assured all comers that the British boat would be defented as often as she started. There was no crowding on the steamer, thanks to the care of the company.

GUESTS ON THE YORKTOWN.

Among those on board were ex-Governor Stokeley of Delaware; N. H. Sandford, Goshen, N. Y.; George S. Robinson, Troy; J. S. Caey, Newark; Ethan Al-len, Jersey City; Moncure Robinson, Philadelphia Mr. and Mrs. De Lancey Nicoll, Samuel H. Seaman, Thomas Q. Sherman, D. Winants, S. Y. L'Homnedley, Robert Olyphant, George Kremeiberg, R. C. Hoffman, Baltimore; F. T. Garrettson, E. A. C. Hoffman, Baitimore; F. T. Garrettson, E. A. Leroy, E. C. Dennison, Peter McDonnell, L. B. Hoskins, G. D. Perkins, F. N. Osborne, Frank Engs, S. B. Joseph, J. B. McMurrich, Oswego; C. G. Roebling, Trenton; Henry D. Cooke, Edward Kemp, W. S. Johnston, H. E. Sears, Boston; Thomas Duff, Swits Conde, Oswego; N. W. Trask, E. B. Mott, Oswego; H. N. Conger, Newark; George A. Clark, W. B. Phelps, Oswego; W. B. Austin, W. E. Wheeler, Thomas O. Wilcox, H. H. Babcock, Edwin Moulton and J. B. Eaton, Westerly, R. L.; Thomas H. Tayler, E. J. Levy, J. S. Sutphen, J. C. Baldwin, George R. Herbert, H. M. Hume, F.

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THE RIVERSIDE Y. C.'S PARTY.

THEY BAW THE RACE FROM THE CYGNUS AND The Iron Steamboat Company's Cygnus was char tered by the Riverside Yacht Club, of Greenwich, Conn., to carry the club members and their guests A band of fifteen selected musicians supplied by Lyndon C. Hodgkins played throughout the day in a way which made it difficult to give attention to anything else when the musicians sounded their pipes of Pan and got control of everybody.

In the general rejoicing over the Defender's suc-

cess there was only one regret, namely, that the commodore of the club, George I. Tyson, was too ill to attend the race. The commodore, in company with C. T. Pierce and Edwin Binney, formed the committee in charge of the whole undertaking For the success of this Vice-Commodore Charlet E. Diefenthaler is equally responsible. The rearcommodore, Daniel Prentice, together with the club secretary, J. G. Porter, Treasurer Joseph E. Peck, and the official measurer, Frank Lockwood, were active in extending the hospitalities of the club. An excellent luncheon was served on board. The only difficulty about these ocean picnics is the the waiters are generally unable to stand the continual pitch and toss. But the guests did not stand on ceremony, and when, in some cases, the waiters proved useless, they took good care to look after

themselves. GUESTS ON THE CYGNUS. Mr. and Mrs. James D. Sparkman were on board,

and O. W. Ingersoll, of the Huntingdon Yacht Club. Mr. Ingersoll is a hard-working Corinthian yachts N. D. Lawton, formerly commodore of the Atlantic Yacht Club, and owner of the yacht Chispa, was on hand, as usual. Mrs. Lawton and her party

did not suffer from the motion. Commodore Doll, of the Douglastown Yacht Club, was interested in the Defender's success. There was also an Englishman on board who had great confidence in the Valkyrie. Commodore Doll, as we returned to harbor, was in the position of the

man who "laughs last." Commodore H. H. Gordon, of the Huntingdon Yacht Club, says that the Valkyrie does not promlase to succeed any better on any other day. Judge Simms appeared to be of the same opinion. The views of Commodore Prentice were withheld for further consideration.

Commodore Andrews, of the New-Rochelle Yacht Club, seemed not to be much surprised when the Valkyrie fell behind on the home run.

A DANCE ON THE RETURN TO NEW-YORK A litle dance was improvised on the return

who looked on were noticed; Mrs. W. J. L. Davids, Miss Redman, Mrs. E. Kohler, Mrs. Day, Mrs. Landers, Miss Landers, Miss M. Andrew, Misses Lowther, Mrs. N. D. Law ton, Mrs. C. Lowther, Miss Holley, Miss Dayton, Miss Wilson, Mrs. W. J. Martin, the Misses Martin, Miss Luke, Miss Charles, Miss Marshall, Mrs. Hart, Miss Montgomery, Miss Sanger, Mrs. C. Olimsted, Mrs. J. A. Oatwell, Mrs. Badgley, Miss Lyra, Mrs. Tisdemann, Mrs. Wittmark, Mrs. F. M. Freeman, Miss Otto, Miss Macolough, Miss C. Eddy, Miss Sowers, Miss Weed, Miss Curtis and Miss Batcheler. The Tribune reporter was especially requested by Charles E. Diefenthaier and others of the committee to anounce the fact that the steamer Cygnus will leave the pier at the foot of East Thirty-first-st. at 8:46 a. m. in order to attend the subsequent races. The printed tickets, as issued by the citu, mention 9:30 a. m. as the hour for departure, but as it was found impossible to reach the Sandy Hook Lightship in time for the start at 11 a. m., this change has been made. People holding tickets must, therefore, embark without fail before 5:46 next Tuesday, or spend the rest of the day in lamentation. ton, Mrs. C. Lowther, Miss Holley, Miss Dayton,

FOG DELAYED THE JANE MOSELEY

PIERCE'S AUTUMNAL White Mountains Excursions

through the quiet waters of the Bay. Among those

The ocean steamer Jane Moseley, belonging to the Baltimore and Ohio Railroad Company, was to have taken a party of sightseers to the race, but she failed to arrive from Baltimore on time. Continued on Fourth Page.

will commence Sept. 9th, going daily until Octo. 1th, with return tickets good until Octo. 12th, 1806. The tickets include hotel board, R. R. fares both ways, and from 50 to 100 miles of mountain drives with each trip, visiting all important places in the mountains.

Por information apply to N. E. SUMMER RESORT ASSOCIATION, No. 3 Park Place.

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